generating power to its full capacity due to shortage of coal; and

(b) if so, the reasons for short supply of coal and the arrangements being made by the Government to provide adequate quantity of coal to this station?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S. B. NYAMAGOUDA): (a) According to the information received from Central Electricity Authority, Satpura Thermal Power Station suffered generation loss of 111 million units during the period April-July, 1991 due to coal shortage.

(b) The main reason for short supply of coal to Satpura Thermal Power Station is less production in the linked mines and inadequate movement of coal by rail from Pench-Kanhan Coalfields of Western Coalfields. In order to provide adequate coal to this power station, arrangements were made to despatch coal from South Eastern Coalfields Ltd during May and June, 1991 to the extent of 27 30 thousand tonnes. Instructions have been issued to coal companies to step up production so that adequate coal could be despatched to this Power Station.

Air Taxi Operation in Commercial Sector

[English]

4521. SHRI P. C THOMAS: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the private companies are proposed to be allowed to operate in commercial air cargo sector

(b) whether the flights of the Asia Asiatic Limited have been suspended; and

(c) if so, the reasons therefor and when these services are likely to be restored?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Private companies operating Air Taxi Services, can carry cargo also.

(b) and (c) It has been reported that flights of Air Asiatic Limited have been suspended due to its own internal problems.

Air-bus on Gulf Routes

[Translation]

4522. SHRI RAM TAHAL CHOUDHARY: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state

(a) the number of old air-buses in operation under the Air India on the gulf routes; and

(b) the comparative details in regard to the percentage utilisation of the old and the new air-buses?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Air India operates three A-300-B4 aircraft acquired in 1982 on the gulf routes

(b) The average daily utilisation of A300-B4 aircraft and A-310-300 aircraft during 1990 was 7.88 hrs and 8.49 hrs. respectively.

Passenger facilities at Uttar Pradesh stations

4523. SHRI RAM BADAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether complaints have been received about the mismanagement of the electricity, water and catering facilities being provided to passengers at various railway stations in Uttar Pradesh; and

(b) if so, the reasons therefor and the steps proposed to be taken to improve and expand the passenger amenities particularly at Shahganj junction and Akbarpur stations and to streamline their management?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) (a) and (b) No, Sir. However, there have been complaints of non-availability of electricity at a few stations due to power supply interruptions from State Electricity Board. The stations where power supply is from rural feeders are prone to power interruptions Concerned Railways take prompt action by deputing their staff for follow up with Uttat Pradesh Electricity Board officers for restoration of supply in each case. Regarding catering, some complaints about quality of food and service have been received. Steps taken/proposed to be taken for improving catering services include modernisation of base kitchens/ refreshment rooms, training to the staff, intensive inspections and penal action against those found responsible for lapses.

As regards Shahganj Junction and Akbarpur railway stations the electrical amenities provided at these stations are as per norms and are considered adequate The work of replacement of existing over head tank with RCC over head tank at Shahganj junction has been taken up to improve water supply. A decision has also been taken to expand and relocate the refreshment room at Shahganj. Catering facilities at Akbarpur station are considered adequate.

[English]

Conversion of Rupsa-Bangriposi Line

4524. SHRI BHAGEY GOBARDHAN: Will the Minister of RAILWAYS be pleased to state:

(a) the number of representations received since 1989 regarding proposed conversion of the Rupsa-Bangriposi narrow gauge line into broad-gauge and its extension to link up the Tatanagar-Badampahar broad gauge line at Gorumahisani railway station of South-Eastern Railway;

(b) whether the proposed project is situated in a backward area and qualifies to be considered on grounds of development of infrastructure of backward areas;

(c) if so the reasons for its non-inclusion amongst approved projects; and

(d) the names of the railway lines opened during the last five year plan whose returns continue to be uneconomic?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) (a) 11

(b) Yes, Sir.

(c) Unremunerativeness of the project and constraint of resources.

(d) Of the new lines opened during the Seventh Plan for which annual financial review has been carried out, Santragachi-Bargachia and Tupkadih-Talgaria have shown negative financial returns.